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TWENTY-SIXTH
ANNUAL REPORT

OF THE

Board of Directors

OF THE

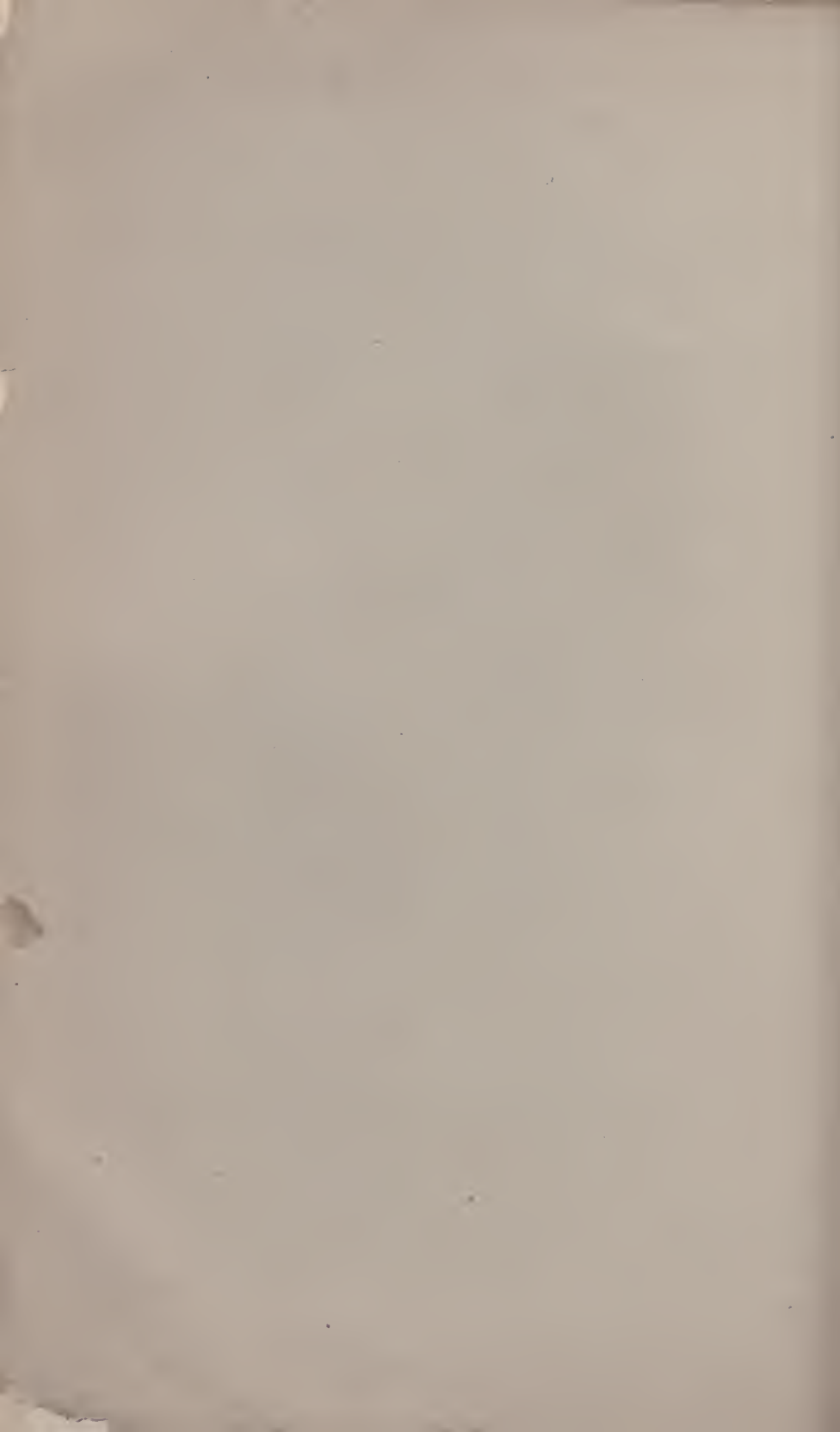
LEHIGH VALLEY RAILROAD COMPANY

TO THE

STOCKHOLDERS.

JANUARY 18th, 1881.

PHILADELPHIA:
ALLEN, LANE & SCOTT'S PRINTING HOUSE,
229-231 SOUTH FIFTH STREET,
1881.



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OFFICERS

OF THE

Lehigh Valley Railroad Company

JANUARY 18TH, 1881.

PRESIDENT,

CHARLES HARTSHORNE.

VICE-PRESIDENT,

HARRY E. PACKER.

TREASURER,

LLOYD CHAMBERLAIN.

SECRETARY,

JOHN R. FANSHAW.

GENERAL SUPERINTENDENT AND CHIEF ENGINEER,

ROBERT H. SAYRE.

DIRECTORS:

DAVID THOMAS,
ASHBEL WELCH,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
GEORGE B. MARKLE,

ROBERT H. SAYRE,
HARRY E. PACKER,
JAMES I. BLAKSLIEE,
ROBERT A. PACKER,
ELISHA P. WILBUR,
JOSEPH PATTERSON.

ANNUAL REPORT

OF THE

Lehigh Valley Railroad Company.

JANUARY 18th, 1881.

In presenting the Twenty-sixth Annual Report, the Board are glad to be able to congratulate the stockholders on a year of comparatively regular business, and of results which they trust will prove satisfactory. Our coal tonnage exceeds that of any previous year by 257,440 tons.

The total coal tonnage was—

Anthracite,	4,606,415 tons.
Bituminous,	66,309 “
	<hr/>
	4,672,724 tons.

Our income from all sources, including interest received from investments, &c., amounted to	\$8,600,938 18
Operating expenses of the Road,	4,002,357 60
	<hr/>
Balance,	\$4,598,580 58

Out of which there has been paid—

Interest on bonds,	\$1,630,112 77
Dividends—January, April, July, and October, two and a half per cent. each on preferred stock,	10,630 00
January, April, July, and October, one per cent. each on common stock,	1,098,127 50

Carried forward, \$2,738,870 27 \$4,598,580 58

Brought forward,	\$2,738,870 27	\$4,598,580 58
General expense, interest on floating debt, United States, Pennsylvania, and New Jersey State taxes, loss on Morris Canal, &c.,	742,952 82	
Amount charged to meet estimated accumulated depreciations,	990,338 74	
	<hr/>	4,472,161 83
Leaving		\$126,418 75
to be added to the credit of our profit and loss account:		

The accumulated depreciations charged off, as above, were principally on stock in coal companies and railroad connections, purchased many years ago, and which, although proving of great value as feeders to our trade, are not now worth in the market the amounts standing against them.

At the close of our fiscal year, our capital account was as follows :—

Preferred stock,	\$106,300 00	
Common stock, including scrip not yet converted,	27,496,895 00	
	<hr/>	\$27,603,195 00
First mortgage six per cent. bonds (coupon and registered), due in 1898,		5,000,000 00
Second mortgage seven per cent. bonds, registered, due in 1910,		6,000,000 00
Consolidated mortgage bonds:		
Sterling,	\$4,304,000 00	
Coupon,	2,000,000 00	
Registered,	7,500,000 00	
Annuity,	500,000 00	
	<hr/>	14,304,000 00
Floating debt, less cash on hand—none.		<hr/>
		\$52,907,195 00

In accordance with the terms of the consolidated mortgage, one hundred and forty-one of our sterling bonds were drawn, payable December 1st, 1880, leaving \$4,163,000 of that issue as bearing interest from that date.

In their report for the year 1877, the Board informed the stockholders that the Easton and Amboy Railroad Company had created a mortgage for \$10,000,000 in bonds, to bear interest at the rate of six per cent., and that we held \$5,000,000 of such bonds. None of these had ever been disposed of, and in March last, at our request, the original mortgage was canceled and discharged from the record and a new one created, to secure \$6,000,000 in six thousand bonds of \$1000 each, bearing interest at the rate of five per cent., of which we received five thousand in exchange for those of the former issue held by us. The remaining one thousand bonds will be used by them to refund to us sums expended from time to time in payment for the construction and completion of the line. The total cost up to November 30th last has been \$10,412,928.82, represented by \$5,000,000 Easton and Amboy Railroad Company's stock, \$5,000,000 bonds, and an indebtedness of \$412,928.82 to this Company.

In order to provide means for the payment for the large increase of rolling stock required for our business and for other purposes, it was concluded to sell a portion of these bonds, and in April last the Board directed that they should be guaranteed, in principal and interest, by this Company, by which a larger price could be obtained, and up to this time \$2,100,000 have been marketed.

This road is worked as part of our main line, and all interest paid on its bonds is included in the amount given in this report as interest paid on bonds.

No change has taken place during the year in the Board or general officers.

For further details concerning the operations of the Road, attention is called to the report of the General Superintendent and Chief Engineer, herewith submitted.

By order of the Board.

CHARLES HARTSHORNE,
President.

TWENTY-SIXTH
ANNUAL REPORT
OF THE
SUPERINTENDENT AND ENGINEER
OF THE
Lehigh Valley Railroad Company,
FOR THE FISCAL YEAR ENDING
NOVEMBER 30TH 1880.

BETHLEHEM, PA., November 30th, 1880.

Charles Hartshorne, Esq., President,

SIR:—The following report of the operations of the Lehigh Valley Railroad, for the fiscal year ending November 30th, 1880, is respectfully submitted.

It is gratifying to be able again to report an increase in our coal traffic, the tonnage for the year closing with this date being the heaviest in the history of our Road.

The over-production of coal in the year 1879, and the ruinously low prices obtained for it, induced producers to limit the output in 1880 to the wants of the market, by confining the transportation of coal to three days per week during most of the active season.

The capacity of our mines to produce, and Road to transport, is shown in the fact that notwithstanding six days of idleness in Octo-

ber, we moved during the last quarter of our year about 1,500,000 tons.

The total amount of anthracite coal transported over the main line and branches for the year was 4,606,415.20 tons, an increase compared with the previous year of $244,629\frac{1}{2}\%$ tons, or 5.61 per cent., and an increase over any previous year of $244,290\frac{1}{2}\%$ tons.

The coal was derived from the following sources:—

REGIONS.	1879.	1880.	INCREASE.	Decrease.
Wyoming,	1,135,587.00	1,162,706.06	27,119.06	. . . . .
Hazleton,	1,964,278.16	2,125,104.16	160,826.00	. . . . .
Upper Lehigh,	92.17	. . . . .	. . . . .	92.17
Beaver Meadow,	474,761.05	441,591.17	. . . . .	33,169.08
Mahanoy,	786,081.19	876,860.06	90,778.07	. . . . .
Mauch Chunk,	782.03	151.15	. . . . .	630.08
Port Delaware,	201.10	. . . . .	. . . . .	201.10
Totals,	4,361,785.10	4,606,415.00	244,629.10	

And was distributed as follows:—

POINTS OF DELIVERY.	1879.	1880.	INCREASE.	DECREASE.
At Mauch Chunk,	4,174.11	3,904.17	. . . .	269.14
On line of road above Mauch Chunk,	9,326.05	9,582.01	255.16	. . . .
On line of road above Mauch Chunk, for use L. V. R. R., }	82,156.04	95,627.06	13,471.02	. . . .
To P. and N. Y. C. and R. R., .	506,723.03	410,700.16	. . . .	96,022.07
“ Northern Central R. W., .	8,620.18	17,445.01	8,824.03	. . . .
“ Sunbury, Hazleton and Wilkesbarre R. R., . . }	46,852.08	72,817.11	25,965.03	. . . .
“ L. and S. Div. Cent. R. R. of N. J., at Packerton, . }	9,628.00	8,539.11	. . . .	1,088.09
“ Catawissa R. R.,	56.14	. . . . .	. . . .	56.14
“ Lehigh Canal at M. Chunk,	62,531.01	59,006.00	. . . .	3,525.01
“ Lack. and Bloomsb'g R. R.,	99,886.16	154,062.05	54,175.09	. . . .
Local east of Mauch Chunk, .	49,826.04	53,488.16	3,662.12	. . . .
East of Mauch Chunk, for use L. V. R. R., }	90,746.09	96,380.13	5,634.04	. . . .
To Furnaces and Mfg. Cos., .	592,883.12	717,171.18	124,288.06	. . . .
“ Schuylkill and Lehigh R. R.,	23.04	22.11	. . . .	13
“ Ironton R. R.,	6,256.18	6,264.07	7.09	. . . .
“ Catasau'a and Fogels'c R. R.,	3,377.01	7,876.13	4,499.12	. . . .
“ East Penna. R. R.,	477.13	468.08	. . . .	9.05
“ Perkiomen R. R.,	35,283.13	86,011.19	50,728.06	. . . .
“ North Penna. Branch of P. and R. R. R., . . . }	207,108.11	104,469.03	. . . .	102,639.08
“ Port Del. (Morris Canal), .	211,670.17	257,499.09	45,828.12	. . . .
“ Morris and Essex Div. D., L. and W. R. R., . . . }	48,296.07	78,437.16	30,141.09	. . . .
“ Belvid'e Div. Penna. R. R. Co.	749,063.13	958,044.14	208,981.01	. . . .
“ Central R. R. of N. J., . .	339.16	170.14	. . . .	169.02
“ N. J. Div. L. V. R. R., . .	1,536,475.12	1,408,422.11	. . . .	128,053.01
Totals,	4,361,785.10	4,606,415.00	244,629.10	. . . .
Total Canal,	62,531.01	59,006.00	. . . .	3,525.01
Total Rail,	4,299,254.09	4,547,409.00	248,154.11	. . . .
Grand total,	4,361,785.10	4,606,415.00	244,629.10	. . . .

The increase of tonnage east of Mauch Chunk is 242,900 tons, or 6.88 per cent.

The amount of coal delivered to furnaces, rolling-mills, and manufacturing establishments on our Line was 717,172 tons, an increase of 124,288 tons, or 20.96 per cent.

Coal delivered to Belvidere Division of Pennsylvania Railroad shows an increase of 208,981 tons, or 27.90 per cent.

Coal delivered to Morris Canal this year amounted to 257,499 tons, an increase of 45,829 tons, or 21.65 per cent.

Coal delivered to Perkiomen Railroad aggregates 86,012 tons, an increase of 50,728 tons, or 143.77 per cent.

Coal delivered to Lackawanna and Bloomsburg Division of Delaware, Lackawanna and Western Railroad amounted to 154,062 tons, an increase of 54,175 tons, or 54.24 per cent.

Tons of anthracite coal carried one mile:—

REGION.	1879.	1880.	INCREASE AND Decrease.
Wyoming,	34,046,223.11	37,792,385.08	3,746,161.17
Hazleton,	47,582,309.09	51,145,319.04	3,563,009.15
Beaver Meadow,	10,528,320.18	9,950,444.12	577,876.06
Mahanoy,	32,037,661.15	34,793,791.02	2,756,129.07
Total above Mauch Chunk, . .	124,194,515.13	133,681,940.06	9,487,424.13
Total below Mauch Chunk, . .	242,435,710.02	241,621,185.03	814,524.19
Grand total,	366,630,225.15	375,303,125.09	8,672,899.14

The number of tons of anthracite coal carried one mile was 2.37 per cent. more, and the rate received per ton per mile 31.19 per cent. greater than in 1879.

Miscellaneous freight aggregates 166,178,752 tons carried one mile, being an increase of 10.39 per cent. over last year.

The rates obtained per ton per mile ($1\frac{13}{100}$ cents) were 14.14 per cent. higher than the previous year, but less than any other year, except 1879, since the Road was opened. Of the 3,028,710 tons of freight carried, there were 335,096 tons of pig iron, 99,232 tons of rails, 707,052 tons of iron ore, 107,286 tons of limestone, 120,140 tons of lumber, 10,944 tons of slate, 29,034 tons of live stock, and 238,951 tons of oil, the balance being grain, merchandise, and miscellaneous articles.

Receipts from this branch of business amounted to \$1,879,573.82, an increase of 26.27 per cent.

Receipts from passengers, mail, and express have kept pace with the other branches of our traffic, and show an increase of \$98,509.85, or 22.79 per cent.

The total road receipts and expenses for the year are shown below:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.		EXPENSES.		NET RECEIPTS.
Coal,	\$5,352,604	46	\$2,480,316	22	\$2,872,288 24
Freight,	1,879,573	82	1,171,258	66	708,315 16
Passengers, Express, and Mail, . .	530,812	62	350,782	72	180,029 90
Totals,	\$7,762,990	90	\$4,002,357	60	\$3,760,633 30
1879,	5,932,325	65	2,996,981	28	2,935,344 37
Increase,	\$1,830,665	25	\$1,005,376	32	\$825,288 93
Increase per cent.,	30.86		33.55		28.12

Cost of operating the road, 51.56 per cent. of receipts, an increase of 1.04 per cent. over last year. This is due in part to the increased cost of material used, the large amount expended in new shops and round-house at South Easton, the change and reconstruction of line between Penn Haven and Weatherly, the substitution of steel for iron rails on 57.47 miles of road, and other betterments and improvements of road and its equipment; and particularly to the fact that from February 21st to October 7th, with the exception of two weeks in April and the month of September, coal trains were run only three days in a week. For eighty-three working days we derived no income from the transportation of coal, while all expenses, except for train-men, fuel, supplies, yard-men at Packerton, and wear and tear of track and equipment, were as heavy as when running full time. Over \$128,000 was expended in the building of shops, &c., at South Easton and the reconstruction of road above referred to, all of which was charged to expenses.

BRIDGES.

On Lehigh Division two wooden stringer bridges, between Lehigh Gap and Slatington, have been replaced with iron girders.

The wooden stringers on bridge over Lehigh, below Mauch Chunk, have been replaced with iron.

On Wyoming Division the new double-track iron bridge has been completed and put up over Solomon's creek.

The paving and foundation wall for an arch culvert have been put in at Drake's creek, to take the place of the present wooden truss girder at that point.

The wooden truss bridge of three spans over the Lehigh at Penn Haven Junction is now supported by trestle-work, and is still considered safe. It is proposed to replace this during the coming year with an iron structure.

The material is on hand for an iron girder bridge over Mill creek, to replace the wooden one now in use.

BUILDINGS.

On New Jersey Division, a new passenger and freight station has been built at Stanton.

A turn-table has been put in at Landsdown for the use of pushing engines.

On Lehigh Division the new round-house at South Easton has been completed and will accommodate thirty-nine engines. The old round-house has been torn down, and a car-shop sixty by three hundred feet, and a foundry fifty by two hundred feet, with two wings, built; both substantial brick buildings. A new erecting and machine shop is still required at that point.

The ground has been graded, and a platform, stairs, and landing built, on the river bank opposite Calypso Island, near Bethlehem, giving us much needed facilities for loading and unloading excursion trains at that point.

The brick office at Paekerton shops has been enlarged and raised to two stories.

At Mauch Chunk a new ice-house of brick has been built at the station.

On Wyoming Division the extension of the round-house at Wilkesbarre shops has been nearly completed, and we can now house thirty-one engines at that place.

A new frame boiler-shop, forty by seventy-two feet and sixteen feet high, with slate roof, has been built at the same place.

On Mahanoy Division a new passenger and freight station, twenty-six by fifty-two feet, has been built at Mt. Carmel for our joint use with Northern Central Railway Company.

Two blocks of buildings and one single dwelling-house have been built at Delano.

A new engine-house, with capacity for fourteen engines, has been erected and nearly completed at the same place.

On Hazleton Division a two-story frame dwelling-house, twenty-four by thirty-two feet, with kitchen fourteen by twenty-four feet attached, has been built at Tomhicken for use of trackmen.

WATER-STATIONS.

On New Jersey Division a new water-tank at Metuchen has been built and stand-pipes put up so that engines can take water while at the station.

At Bound Brook a steam-pump has been put in, the water-power previously used to pump water into the tank at that place having been destroyed when the dam was removed by a summary order of the court.

At Neshanic two new tanks are now being built.

On Wyoming Division the water-station at White Haven has been renewed.

On Mahanoy Division a stand-pipe has been put up near Centralia and another at Meyersville, with a reservoir to supply each.

On Hazleton Division. The water supply at Hazleton is each year becoming more uncertain and precarious. Early in the year an eight-inch hole was sunk through rock six hundred feet to the red shale, with a hope of obtaining a large supply of water. This was only a partial success, although it has been of great service during the past dry summer, as we obtained by pumping from it twenty-four hundred gallons an hour. Some further provision ought to be made to insure a constant and adequate supply of water at that place.

TELEGRAPH.

During the past year we have completed the extension of the New Jersey Division wire from Bethlehem to Mauch Chunk. We have also made a contract with the American Union Telegraph Company, under which we are to exchange public business with that company and to allow that company to place their wires on our poles at an annual rental.

EQUIPMENT.

Our locomotive equipment has been increased during the year by seventeen (17) engines, of which eleven (11) were built at our own shops.

Two (2) engines (Nos. 5 and 112), which were worn out and unfit for further service, have been cut up, and two (Nos. 303 and 304) have been sold to the Pennsylvania and New York Central Railroad Company.

We have increased our stock of cars as follows:—

BUILT AT OUR OWN SHOPS.

Baggage cars,	2
Eight-wheeled house cars,	227
“ “ Gondola cars,	200
“ “ Caboose cars,	5
Four-wheeled platform cars,	3
“ “ Caboose cars,	6
Bark cars,	32
Tunnel coal cars,	50
Four-wheeled coal cars,	4

In addition to the above we have built at Packerton 316 coal cars, 64 freight cars, 7 gravel cars, and 5 caboose cars to replace those worn-out and broken up; 2005 coal cars and 335 freight cars for Pennsylvania and New York Canal and Railroad Company; 100 mine

cars for Lehigh Valley Coal Company; 200 box cars for New York, Lake Erie and Western Railroad Company, and 5 freight cars for other parties, besides keeping all our own cars in thorough repair.

Our equipment is now as follows:—

	ON LAST REPORT.	INCREASE.	Decrease.	Nov. 30th, 1880.
Engines of all classes,	238	21	4	255
Passenger cars,	71	. . .	1	70
Pay car,	1	. . .	. . .	1
Baggage and express cars,	36	2	. . .	38
Gravel cars,	166	. . .	. . .	166
Eight-wheeled house cars,	1,088	227	. . .	1,315
Stock cars,	13	. . .	. . .	13
Bark cars,	18	32	. . .	50
Wreck and tool cars,	26	. . .	. . .	26
Four-wheeled platform cars,	9	3	. . .	12
Six-wheeled platform cars,	100	. . .	. . .	100
Eight-wheeled platform cars,	427	. . .	. . .	427
Four-wheeled caboose cars,	25	6	. . .	31
Six-wheeled caboose cars,	1	. . .	. . .	1
Eight-wheeled caboose cars,	40	5	. . .	45
Lime cars,	44	. . .	. . .	44
Gondola cars,	450	200	. . .	650
Tunnel coal cars,	100	50	. . .	150
Coal cars, rated as four-wheeled,	24,461	4	. . .	24,465

Experience has demonstrated that, by an increase in the weight of the wheels and the size of the axles and journals and the timbers in the frame, our coal and freight cars may be made to carry sixty per cent. more load, without increasing their cost more than fifteen per cent. We have adopted for all our freight cars and eight-wheeled coal cars a standard capacity of forty thousand pounds.

We note with sincere regret the death on November 1st of Mr. E. R. Brown, Master Car-BUILDER, who had served the Company faithfully and intelligently for a period of over twenty years. The vacancy caused by his death has been filled by the appointment of Mr. John S. Lentz, as Acting Master Car-BUILDER.

RAILS.

The steel rails mentioned in previous reports as laid above the scale at Packerton have up to this date had a tonnage of 52,033,447 tons over them and are still in good condition.

We have steel rails now in use as follows:—

MILES OF STEEL TRACK.	ON LAST REPORT.	LAI D AND RELAI D THIS YEAR.	TOTAL NOW IN USE.
On New Jersey Division, . .	84.55	19.43	103.98
On Lehigh Division,	98.67	6.31	104.98
On Wyoming Division, . . .	53.59	5.06	58.65
On Beaver Meadow Division,	34.34	2.73	37.07
On Hazleton Division,	31.13	7.05	38.18
On Mahanoy Division,	37.18	16.89	54.07
Totals,	339.46	57.47	396.93
On P. and N. Y. C. and R. R., Wilkesbarre to L. & B. Junc.,	10.93	3.56	14.49

This gives us a continuous steel track as follows:—

On the entire Main Line, from Perth Amboy to L. and B. Junction, except on New Jersey Division, where we have yet seventeen (17) miles of iron track, two (2) miles in the east-bound and fifteen (15) miles in the west-bound track.

On Beaver Meadow Division, from Penn Haven Junction to Beaver Meadow.

On Hazleton Division, on the whole of the main track, from Hazle Creek bridge to Tomhicken, the western terminus of the division and point of connection with the Sunbury, Hazleton and Wilkesbarre Railroad.

On Mahanoy Division, from Black Creek Junction to Raven Run, leaving twelve (12) miles to complete that division to Mount Carmel, our western terminus and point of connection with the Shamokin branch of the Northern Central Railway.

TRACK.

There are now in use on all divisions :—

138.70 miles of single track.

165.34 miles of double track, in addition to which there are

15.19 miles of second track laid but used as sidings, and

203.13 miles of sidings.

Total, 687.70 miles, an increase during the year of 30.13 miles, caused by extension of second track and sidings, and building new sidings and branches, as follows :—

On New Jersey Division. At Perth Amboy 4.62 miles of sidings have been graded and laid, most of it on the wharves and in the bonded yard, and on the tracks leading to both. At Edgar's Siding and Phillipsburg the sidings have been lengthened, and at Bloomsburg a new siding has been graded and laid, amounting in all to 1.39 miles.

On Lehigh Division. At South Easton, 1.24 miles of side track have been laid to and in the new round-house and shops.

At Bethlehem, 1.41 miles of siding have been graded and laid along the up-track, and new sidings have been graded and laid at E. P. Junction, Furnace, Fullerton, Packerton, and Mauch Chunk, amounting in all to 1.64 miles.

On Wyoming Division. A branch track has been graded and laid, 5.35 miles long, from Bear Creek Junction, near Nescopee, to Bear Creek, and new sidings have been graded and laid at Hickory Run, Summit, Fairview, Sugar Notch, and Wilkesbarre, amounting in all to 0.59 miles.

On P. and N. Y. C. and R. R., between Wilkesbarre and L. and B. Junction, 2.03 miles of new second track have been graded and laid from Wilkesbarre shops to Plainsville, making a continuous double track between those points, except over Mill creek and the canal near it. New sidings have been constructed at Wilkesbarre shops and Pittston, in all 0.83 miles.

On Hazleton Division, a second track has been graded and laid from Hazleton to Cranberry, and a branch constructed to Hazleton No. 6 Colliery. New sidings have also been graded and laid at

Hazleton and Tomhicken, and to several collieries. Total increase, 4.06 miles.

On Mahanoy Division, new second track has been graded and laid between Meyersville and Brownsville, new branches constructed to Continental, Logan, Morris Ridge, and Montelius Collieries, and new sidings graded and laid on Ashland, Montana, Logan, and Montelius Branches, and at Shenandoah and Delano. Total increase, 11 miles.

There are also on the Main Line and Branches 6.23 miles of grading complete and ready for track, as follows:—

On Lehigh Division,	0.51 miles.
“ Wyoming “	1.72 “
“ Hazleton Division (from Harleigh to mouth of Cranberry creek),	3.80 “
“ Beaver Meadow Division,	0.20 “
<hr/>	
Total,	6.23 “

The following materials were used for repairs and construction:—

DIVISION.	STEEL RAILS.	IRON RAILS.	SWITCH FRAMES	FROGS.	CROSS- TIES.	PAIRS OF SPICES.	KEGS OF SPIKES.
New Jersey,	5,499	2,736	34	64	68,135	2,835	294
Lehigh,	2,933	472	72	160	62,697	3,223	426
Wyoming,	3,512	2,166	22	44	29,604	5,759	473
Hazleton,	3,878	. . .	62	80	39,508	2,573	306
Beaver Meadow,	1,199	40	4	13	22,314	1,351	172
Mahanoy,	5,818	3,431	53	67	51,262	3,823	484
Totals,	22,839	8,845	247	428	273,520	19,564	2,155
P. and N. Y. C. and R. R., Wilkesbarre to L. and B. Junction,	1,272	297	8	33	13,885	1,200	165

Pier No. 6, at Perth Amboy, in course of construction at date of last report, is completed and in use. The dredging is not yet entirely finished, though 121,000 cubic yards of mud have been removed. The necessary grading and laying of tracks has been done to reach

the pier and handle conveniently the large amount of iron ore received, and pig iron, rails, &c., shipped.

A new scale has been put in, convenient to the dock.

A yard has been graded and tracks laid for the receipt of foreign goods, such as old rails, &c., to remain in bond until sold. This will be a convenience to our patrons, and tend to increase business at that point.

Very considerable additions have been made to our yard facilities for the receipt of loaded cars and their distribution upon the docks at Amboy.

The establishment of the towing and freight line from Amboy has proved an entire success in every point of view.

The work of changing the road between Penn Haven and Black Creek Junction has been in progress all the year, and is about two-thirds completed. One mile of the new road, avoiding two bridges, has been in use some time; from the third to the fourth bridge the tracks are laid and the down track in use; the up track will be ready early in the coming year, when two more bridges will be dispensed with. The improved grades and curves adopted on that part in use have met our expectations fully, it having been demonstrated practically that each locomotive will haul at least twenty-five per cent. more on the new than on the old line. The cost of the improvement will, I think, be less than the estimate made in my report of 1878.

During the summer, a branch road, five and one-third miles long, was built from a point upon our Road, six miles north of White Haven, to Bear creek, to reach a large body of timber. This road has since been extended about four miles by the owners of the timber.

The cost of the grading to us was less than \$15,000, and it is laid with old iron, so that the capital invested is not large. We estimate that there will be derived from this branch a tonnage of from fifteen to twenty thousand tons per annum, for the next ten years, which will amply repay us for the investment.

The constantly increasing tonnage over our Road, south from Wikesbarre, requires the double-tracking of at least a portion of the road between White Haven and Penn Haven Junction. In this part of the line occurs the tunnel opposite Rockport, referred

to in former reports, the building of which will effect a saving in distance of about one and a quarter miles, and dispense with three hundred and thirty-one degrees of curvature. I would urgently recommend that the tunnel be commenced and prosecuted at such a rate as to insure its completion simultaneously with that of the double track between Penn Haven Junction and White Haven.

I must again revert to the annually growing necessity for a better and more economical means of surmounting Wilkesbarre mountain with our south-bound trade.

Early in the year, I had a thorough re-examination made of the two plans previously proposed :—

1st. By a railroad with lighter grades from the vicinity of Pittston to Fairview.

2d. By a system of inclined planes from Sugar Notch to Fairview. I also had a survey made of a new route by inclined planes from the vicinity of our shops at Wilkesbarre, connecting with our main line either at Fairview or Nescopee.

My assistant, Mr. William A. Lathrop, after a most thorough examination and intelligent consideration of the whole subject, including the cost of constructing each line and of operating them for the transportation of our present business, assumed to be for the year 90,000 four-wheel cars of coal, and 54,000 eight-wheel cars of freight, reaches the conclusion that the annual saving on the proposed routes over the route now in use for present business would be as follows :—

- | | |
|---|----------|
| 1. By a railroad from Pittston to Fairview, | \$41,200 |
| 2. By inclined planes from shops to Fairview, | 24,400 |
| 3. “ “ “ “ Sugar Notch to Fairview, | 19,000 |

This annual saving, capitalized at six per cent., would show the amounts that could be profitably expended in the construction of the routes examined, viz. :—

- | | |
|--|-----------|
| 1. By a railroad, say | \$700,000 |
| 2. By planes, shops to Fairview, say | 400,000 |
| 3. “ “ Sugar Notch to Fairview, say | 335,000 |

The amount thus arrived at for either of the three routes is not sufficient to build that route, the nearest approach being in the case

of No. 3, the Sugar Notch line. It would seem, therefore, that neither of the projected routes would effect any saving upon our present business.

But it must be taken into consideration, that if some other mode of relief is not provided, we must double-track the present road from Fairview to Sugar Notch. The cost of this, added to the amount applicable to the railroad from Pittston, would be sufficient to build that road. It may be said that if this is true as to that route, it is equally true as to the Sugar Notch planes. Such is the fact, but the objections to the use of planes with such grade as is attainable, say eleven feet per hundred, are so great, in my judgment, as to lead me to recommend, unhesitatingly, the railroad for the transmission of the miscellaneous business we have to deal with. More than half the traffic under consideration would be in freight cars, a large proportion of which have no bumpers other than the draw-heads. I doubt the safety or practicability of transporting these over planes. If this objection were overcome, we should hardly be safe in transporting live stock, on account of their crowding upon one another, by reason of the inclination of the cars. Grain in bulk, which constitutes a large part of our freight, would, in all probability, shift in going over the planes, and if it assumed a level in the cars, it would throw a large preponderance of the weight on the rear truck, and strain severely, if not break, the body of the car. The result of the present year's traffic on the P. and N. Y. C. and R. shows that the gross receipts from freight were only ten per cent. less than those from coal. The time is rapidly approaching when the receipts from transportation of freight on that line will exceed those from coal, and this would be the case immediately, if we should arrange for the movement of grain to Perth Amboy or Jersey City, which can and ought to be done. As the business increases, the saving in transportation by the proposed road over our present line would increase. For the reason before mentioned, and from the fact that the railroad would develop a large tract of our own coal lands, as well as those of others between Pittston and Fairview, I am induced to recommend that the railroad between the points named be built in preference to the planes.

The handsome increase of tonnage over the Morris Canal, shows its importance to this Company as an avenue of distribution of coal.

The receipts derived from this branch of our system of works show an increase of 56.80 per cent.

Dock facilities are much in demand in Jersey City, both for our own and general business. I would, therefore, recommend that a portion of the large and valuable water-front owned by our Company be improved during the coming season to such an extent as to meet the wants at that point.

The plan of relief fund for the benefit of our employés, described in last year's report, continues to work satisfactorily and grow in favor with the men. The number of contributors has increased to 2099, the fifth call has been made, and the total receipts to date have been \$16,902.75; disbursements, \$13,328.75; balance in the hands of the treasurer, \$3574.

The first full year's operation of our Road was in 1856, so that the end of our fiscal year completes a quarter of a century of its operations, and a few figures showing its growth in that period may not prove uninteresting.

In 1856, we had a single-track road extending from Phillipsburg to Mauch Chunk, forty-six miles, with a capital and debt of \$2,500,000; we owned ten locomotives, and not a single coal or freight car; our coal tonnage was 165,740 tons; the gross receipts of road \$242,512.61; the net receipts, \$98,928.65, and our pay-roll amounted to \$41,233.30.

Our present report shows:—Main line from Perth Amboy to Wilkesbarre, one hundred and sixty-one miles; Main branches to Mount Carmel, connecting with Northern Central Railroad, and to Tomhicken, connecting with Sunbury, Hazleton and Wilkesbarre Railroad, together, sixty-six miles; also, various other branches, aggregating fifty-three miles, making a total of two hundred and eighty miles of track, a great part of which is double-track and laid with steel rails. Coal tonnage for the year, 4,606,415 tons; gross receipts, \$7,762,990.90; net receipts, \$3,760,633.30; summary of pay-rolls, \$4,148,698.15; 255 locomotives; 24,465 coal cars, and 3139 freight, passenger, and other cars. The capital and debt amount to \$52,907,195, included in which is the ownership or control of about thirty thousand acres of coal lands, with their collieries, the ownership of the Pennsylvania and New York Canal

and Railroad, one hundred and five miles in length, with its equipment, and a large majority interest in the Geneva, Ithaca and Sayre Railroad, one hundred and fourteen miles long, with its equipment.

During these twenty-five years, the Lehigh Valley Railroad proper has transported 60,027,387 tons of anthracite coal to market, the gross receipts from all branches of transportation have been \$96,947,130.55, and net receipts, \$45,291,210.11. In this time there was paid for labor \$42,188,640.11, which item, however, includes the payment of the employes of P. and N. Y. C. and R. R. Co., of the G., I. and S. R. R. Co., and of the Lehigh Valley Coal Company.

There has been paid in dividends during the time named, in cash, 175.83 per cent., and in stock, 72.28 per cent., or an average of 9.92 per cent. per annum for the entire period.

Very respectfully,

ROBERT H. SAYRE,
General Superintendent and Chief Engineer.

REPORT

OF THE

Pennsylvania and New York Canal

AND

Railroad Company.

OFFICERS AND DIRECTORS
OF THE
• **Pennsylvania and New York Canal**
AND
Railroad Company.

PRESIDENT,
ROBERT A. PACKER.

TREASURER,
CHARLES HARTSHORNE.

SUPERINTENDENT,
WILLIAM STEVENSON.

DIRECTORS:

ROBERT H. SAYRE,
CHARLES HARTSHORNE,
VICTOR E. PIOLLET,
GARRETT B. LINDERMAN,
HARRY E. PACKER,
JOHN J. TAYLOR,

ROBERT LOCKHART,
JOHN W. HOLLENBACK,
WILLIAM H. SAYRE,
ELISHA P. WILBUR,
JAMES I. BLAKSLEE,
HOWARD ELMER.

BETHLEHEM, PA., January 10th, 1881.

To the Stockholders of the Pennsylvania and New York Canal and Railroad Company:

The Managers submit the following report of the business of your road for the past year.

The earnings and expenses for the fiscal year ending November 30th, 1880, were as follows:—

FROM	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Transportation of Coal,	\$791,582 33	\$330,200 37	\$461,381 96
Transportation of Freight,	713,489 76	354,044 68	359,445 08
Passengers, Express, and Mail,	156,171 53	90,870 35	65,301 18
Canal,	206 25	1,599 40	Loss, 1,393 15
Miscellaneous,	30,397 92		30,397 92
Total, 1880,	\$1,691,847 79	\$776,714 80	\$915,132 99
Total, 1879,	1,322,937 92	723,146 14	599,791 78
Increase,	\$368,909 87	\$53,568 66	\$315,341 21
Increase per cent.,	27.89	7.41	52.58

Operating expenses, 45.91 per cent. of gross receipts, which is a reduction of 8.75 per cent. from last year.

These net receipts provide for taxes, interest on bonds, &c., and will enable us to declare a dividend of nine per cent., to apply to arrearages of preferred stock.

The total coal tonnage for the year was 1,140,981 tons, showing a decrease of 49,082 tons, or 4.12 per cent. from the year 1879. The increased rates of transportation obtained enable us to show a marked increase in net results of this branch of our traffic.

Miscellaneous freight business was larger in tonnage and at somewhat higher rates than the previous year, yielding larger receipts by \$201,929.01 than 1879.

The passenger business shows an improvement, also, of \$21,908.54 over the year previous.

The remaining wooden bridges spoken of in last year's report, except that across Meshoppen creek, which is under contract, have been replaced by double-track iron structures. All bridges upon

the main line, except the one noted, are double track, built of iron, and first-class in every respect. All dangers of interruption to the business of your road from destruction of wooden structures by fire is removed, and the cost of watching and maintenance reduced to its minimum.

The practice of renewal of worn-out iron rails by those of steel has been continued during the year, and there now remains but fifteen miles of iron rails in main track to be removed next year. All renewals of steel have been charged directly to maintenance of way expenses.

Some progress has been made in providing necessary shop facilities at Sayre. There have been erected a machine-shop for locomotive repairs and a shop for car repairs. These are substantial brick buildings, and to complete the improvements as designed, there is still to be built a foundry and boiler-shop and the completion of the round-house, all of which should be done next year.

Some additional double track will be required; this can be had at comparatively small cost, by grading between and connecting sidings now in use.

Our railroad connections are the same as last year, and our business relations are harmonious with all. A new rail connection between the Delaware, Lackawanna and Western Railroad at Binghamton and the system of roads at Buffalo, crossing our road between Sayre and Waverly over grade, is being rapidly built; this will afford an additional outlet to Buffalo, if any be needed. What would be infinitely of more value to our interest, would be means of transit for our traffic west of Buffalo, either by a line of vessels or such permanent arrangement with one of the railroads as would assure us as favorable rates as the most favored corporation or individual. The magnitude of our business gives us a right to expect as low rates and as uninterrupted transit for our freight both ways as is obtained by any other party. Nor should there be any restriction as to our free and fair competition between Philadelphia and New York and the West, and *vice versa*.

The receipts and expenses of Buffalo Creek Railroad, which we own jointly with the New York, Lake Erie and Western Railroad, are as follows:—

Receipts from all sources,	\$69,056 85
Expenses of conducting the business,	43,295 37
	<hr/>
	\$25,761 48

This balance has been expended in purchase of additional equipment and extension of tracks.

We refer to the report of the General Superintendent accompanying this for further details of business.

By order of the Board.

ROBERT H. SAYRE,
President.

REPORT OF THE SUPERINTENDENT
OF THE
Pennsylvania and New York Canal
AND
Railroad Company.

OFFICE OF THE GENERAL SUPERINTENDENT,
SAYRE, PA., November 30th, 1880.

ROBERT H. SAYRE, ESQ.,
President,

SIR:—I have the honor to submit the following report of the business and operation of this Road for the year ending November 30th, 1880.

COAL TONNAGE.

The total amount of coal transported during the year just closed was 1,140,981 tons, a decrease of 49,082 tons, or $4\frac{1}{10}\frac{2}{10}$ per cent. from the previous year.

It will be noted, by reference to the following tables, that our bituminous coal tonnage has increased for the year 105,615½ tons, or $32\frac{1}{100}$ per cent., while the anthracite tonnage has fallen off 154,697½ tons, or $17\frac{9}{100}$ per cent. On account of the improved general condition of the coal trade, we have been able to obtain better rates for transportation, and, notwithstanding the considerable loss of anthracite tonnage, our gross receipts from this source shows an increase of $23\frac{3}{100}$ per cent.

It is hoped that a portion, or the whole, of this lost tonnage may be regained for the coming year. I believe, however, that in order to retain this business, and secure to our road a fair proportion of its future increase, steps should be taken to improve and extend our facilities for reaching the Northern and Western markets for coal.

The following tables give details of production and distribution of coal passing over our Road during the year:—

Total Coal tonnage for 1880, compared with previous year—

	1879.		1880.		INCREASE & Decrease.
	TONS.	CWT.	TONS.	CWT.	
Anthracite,	860,161.15		705,464.05		154,697.10
Bituminous,	329,901.05		435,516.15		105,615.10
Total,	1,190,063.00		1,140,981.00		49,082.00

Percentage of decrease in total coal tonnage, $4\frac{1}{100}$.

The Anthracite tonnage was derived from the following sources:—

REGIONS.	1879.		1880.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Wyoming,	786,497.15		628,831.18		157,665.17	
Hazleton,	23,478.06		25,413.12		1,935.06	
Beaver Meadow,		6.06				6.06
Mahanoy,			2,600.16		2,600.16	
State Line and Sullivan,	50,179.08		48,617.19		1,561.09	
Total,	860,161.15		705,464.05		154,697.10	

Percentage of decrease in Anthracite tonnage, $17\frac{9}{100}$.

And was distributed as shown by statement below :—

DISTRIBUTION.	1879.		1880.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road, . . .	23,841.05		20,285.02		3,556.03	
Montrose Railway, . . .	4,082.05		3,843.13		238.12	
Southern Central R. R., .	151,996.12		125,648.12		26,348.00	
Gen., Ith. & Sayre R. R.,	266,681.13		223,835.00		42,846.13	
Lehigh Valley R. R., . .	5.08		212.11		207.03	
Erie Railway Junction, .	26,284.12		19,636.10		6,648.02	
Erie Railway, 3d Rail, .	330,556.05		256,444.09		74,111.16	
Watkins, "direct," . . .	18,438.14		14,016.01		4,422.13	
Lack. & Bloomsb'g R. R.,	5.05				5.05	
For use of Company, . .	38,269.16		41,542.07		3,272.11	
Total,	860,161.15		705,464.05		154,697.10	

The sources of supply and distribution of the bituminous coal tonnage were as follows:—

	1879.		1880.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Towanda Coal Company,	191,880.14		217,975.02		26,094.08	
Schræder Coal Company,	137,606.00		216,455.16		78,849.16	
N. C. R. W. (Gas Coal), .	414.11		1,085.17		671.06	
Total,	329,901.05		435,516.15		105,615.10	

Percentage in bituminous tonnage, $32\frac{1}{10}$ increase.

DISTRIBUTION OF BITUMINOUS COAL.

	1879.		1880.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
On Line of Road, . . .	1,176.13		2,221.04		1,044.11	
To S. Central R. R., . .	84,671.09		163,003.06		78,331.17	
To G., I. & S. R. R., . .	21,636.11		9,953.01		11,683.10	
To L. V. R. R.,	29,953.02		41,928.05		11,975.03	
To Erie Railway, . . .	191,880.14		217,975.02		26,094.08	
Used by Company, . . .	582.16		435.17		146.19	
Total,	329,901.05		435,516.15		105,615.10	

ANTHRACITE AND BITUMINOUS COAL.

Total tons carried one mile :—

	1879.		1880.		INCREASE & Decrease.	
	TONS.	CWT.	TONS.	CWT.	TONS.	CWT.
Anthracite,	74,465,516.95		60,278,612.75		14,186,904.20	
Bituminous,	8,218,712.53		11,086,376.26		2,867,663.73	
Total,	82,684,229.48		71,364,989.01		11,319,240.47	

Percentage of decrease, in tons carried one mile, $13\frac{69}{100}$.

We have continued the transportation of coal on the New York, Lake Erie and Western Railroad, between Waverly and Buffalo, and have hauled in our own trains, during the year, upon that road, 142,005 $\frac{9}{10}$ tons.

The balance of the coal delivered to the New York, Lake Erie and Western Railroad, during the year, was hauled from Waverly by their own trains.

The amount of anthracite coal transported in box cars, during the year, was 160,622 $\frac{4}{10}$ tons, a decrease of 27,787 $\frac{4}{10}$ tons, or 14 $\frac{75}{100}$ per cent. The amount so carried was 22 $\frac{77}{100}$ per cent. of our anthracite tonnage. Of this tonnage the amount loaded in cars returnable via New York, Lake Erie and Western Railroad was 114,439 tons, a decrease from previous year of 39,656 $\frac{8}{10}$ tons. In cars returnable via Southern Central Railroad, 17,119 $\frac{13}{10}$ tons, an increase of 5711 $\frac{12}{10}$ tons; and in cars returnable via Geneva, Ithaca and Sayre Railroad, 29,063 $\frac{11}{10}$ tons, an increase of 6157 $\frac{12}{10}$ tons.

FREIGHT BUSINESS.

The amount of general freight, exclusive of coal, transported on our Road during the year, was 911,468 $\frac{43}{100}$ tons, an increase from the previous year of 139,787 $\frac{54}{100}$ tons, or 18 $\frac{11}{100}$ per cent.

The number of tons carried one mile was 78,662,805 $\frac{28}{100}$; an increase of 11,205,674 $\frac{79}{100}$ tons one mile, or 16 $\frac{61}{100}$ per cent.

The average rate per ton per mile on all freight transported during the year was $\frac{91}{100}$ ths of a cent, an increase over previous year

of $\frac{1.5}{100}$ ths of a cent. As a result of the improved rates and the large increase of tonnage, our gross receipts from this source show an increase of $39\frac{47}{100}$ per cent. over the previous year.

The total tonnage of our Road, including anthracite and bituminous coal and general freight, was 2,052,449 $\frac{43}{100}$ tons, an increase of 90,705 $\frac{54}{100}$ tons.

PASSENGER BUSINESS.

The whole number of paying passengers carried on our Road during the year was 182,421, equal to 6,745,001 carried one mile. This is an increase over last year of $30\frac{9}{100}$ per cent. in number of passengers, and of $26\frac{32}{100}$ per cent. in passengers carried one mile. The gross receipts from this source show an increase of $16\frac{32}{100}$ per cent. compared with the previous year. The average amount received from each passenger carried in 1879 was 96 $\frac{22}{100}$ cents, and in 1880, 88 $\frac{9}{100}$ cents. The average distance traveled by each in 1879, 38 $\frac{10}{100}$ miles, and in 1880, 36 $\frac{97}{100}$ miles. The average rate per passenger per mile in 1879 was 2 $\frac{52}{100}$ cents, and in 1880, 2 $\frac{42}{100}$ cents.

TELEGRAPH.

Our telegraph line has been thoroughly overhauled and reset with new poles wherever needed, and is now in first-class condition. In addition to the two lines of wire owned by the Company, the American Union Telegraph Company has been allowed, subject to contract, to erect a wire on our poles between Lackawanna and Bloomsburg Junction and Waverly.

EQUIPMENT.

We have purchased during the year two heavy passenger engines, and have broken up and abandoned one old engine of light weight.

From lack of shop facilities and pressure of business on the Road we have been obliged to defer repairs to our draught engines, and a large proportion of them now need a general overhauling.

We have added to our car equipment by purchase during the year 325 box cars, 2000 four-wheel coal cars, and 3 eight-wheel coal cars, besides rebuilding all cars worn-out or destroyed, and furnishing many others with new and stronger trucks.

LIST OF LOCOMOTIVES AND CARS.

	BY LAST REPORT.	ADDED DURING YEAR.	TOTAL NOW.
Locomotives,	50	1	51
Wrecking and derrick cars,	4	.	4
Gravel cars,	31	.	31
Four-wheeled caboose cars,	28	.	28
Eight-wheeled " "	6	.	6
Eight-wheeled platform cars,	57	.	57
Eight-wheeled gondola "	210	.	210
Eight-wheeled stock "	97	.	97
Eight-wheeled house "	306	325	631
Four-wheeled coal "	850	2,000	2,850
Eight-wheeled coal "	100	3	103

TRACK.

The total length of track now laid and in use in main track, sidings and branches belonging to this Company, is $227\frac{12}{100}$ miles, an increase of $5\frac{10}{100}$ miles laid during the year just closed.

CLASSIFICATION AND MILEAGE OF TRACK.

Main Line, Wilkesbarre to New York State line, miles,	104.30
Second track in use as such,	" 36.37
Sidings and second track used as sidings,	" 56.74
Waverly and State Line Railroad and sidings,	" 3.15
Branch and sidings connecting with G., I. and S. R. R.,	" 4.39
Branch and sidings connecting with S. C. R. R.,	" 4.47
Sidings at Waverly,	" .39
Sidings at Elmira,	" .58
Branch sidings connecting with Barclay R. R.,	" 3.07
Pleasant Valley Branch and sidings,	" 6.93
Sidings at West Pittston,	" 1.23
Branches and sidings to coal-breakers,	" 5.50
Total miles,	227.12

Double track has been extended from Coxton south to Lackawanna and Bloomsburg Junction, $7\frac{4}{100}$ mile.

I would strongly recommend the extension of double track from La Grange north to Tunkhannock, and from Towanda south to Wysauking. About half the distance between the points named is covered by sidings available for double track, and a portion of the remaining distance is graded. This improvement would require about five miles of new track and would add nine miles to our double track, and greatly facilitate the prompt and regular movement of trains.

We have now in use in our main tracks 131.99 miles of steel rails, an increase of 22.06 miles during the year. About fifteen miles of iron rails are still used in main track and will require renewal during the coming year. The substitution of steel for iron has greatly improved the general condition of our track, and when completed, will reduce the cost of maintenance for some years to come.

The following materials have been used in repairs of track during the year, viz., 8073 steel rails, 89 frogs, 562 kegs of spikes, 20,303 lineal feet of switch-ties, and 70,802 cross-ties.

BRIDGES, BUILDINGS, &c.

New iron bridges have been erected to replace wooden bridges over Shepherd's creek, Little Wysox creek, and Tuscarora creek. The new bridge for Meshoppen creek, one span 124 feet long, is under contract. This will complete the renewal of all our old bridges, except one of two spans crossing the Laekawanna river on our Pleasant Valley Branch.

We have erected at Sayre a new machine-shop for locomotive repairs, 124 by 286 feet, and a car repair shop 62 by 130 feet. The engine and part of the tools for the machine-shop are already in place, and will be running before the end of the year. We hope to continue this work during the coming year by the erection of a foundry building and a boiler-shop.

The round-house at this place, only half of which has been erected, should be finished, as we are unable to furnish shelter for all our engines lying over at this point.

Plans are being prepared, and will be submitted, for a new depot at Sayre, which it is hoped may be erected during the coming year.

Yours, truly,

R. A. PACKER,
General Superintendent.

OFFICERS
OF THE
Lehigh Valley Coal Company.

PRESIDENT,
HARRY E. PACKER.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
ISRAEL W. MORRIS.

SECRETARY,
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,
FREDERICK MERCUR.

REPORT

OF THE

Lehigh Valley Coal Company.

WILKESBARRE, PA., January 11th, 1881.

Harry E. Packer, Esq., President,

DEAR SIR:—Having been but recently appointed General Superintendent of your Company, I can only make a preliminary report upon the tonnage of your properties.

The operations of the Lehigh Valley Coal Company during the past year have been very satisfactory, and from the collieries owned and controlled by the Company a large amount of coal has been put upon the Lehigh Valley Railroad for transportation. Upon examination of the tonnage of the various collieries (fourteen in number), it appears that the total production has been 1,386,033 tons, of which 432,555 tons have been shipped to the Northern market, and 953,478 tons were furnished to the line and tide-water.

In addition to the tonnage produced by the mines worked by the Company, there have been shipped by tenants, who are lessees of property owned or controlled by the Company, 842,412 tons, nearly all of which has reached market over the Lehigh Valley Railroad and its connections.

Very respectfully,

FRED. MERCUR,
General Superintendent.



Map
Removed

